

CLAIMS AMENDMENTS

1. - 10. (cancelled)

11. (currently amended) A vehicle comprising:

a frame;

a front wheel carried by the frame;

a rear wheel carried by the frame;

an enclosure positioned around the riding area of the vehicle and mounted securely on the frame, wherein the enclosure comprises windows;
and

a means for entering and exiting the enclosure that can be opened and closed in varying arrays, wherein the means for entering and exiting the enclosure comprises a system of sliding panels contained in a frame and comprising (a) at least one movable crossbar that pivots about an axis and at least one panel, wherein at least one of the panels is movable in at least two directions along the frame so that placement of the at least one panel in select positions within the frame creates openings of different sizes, shapes and locations within the frame, and (b) at least one vertical crossbar, wherein the at least one movable crossbar is pivotably attached to the at least one vertical crossbar, and the at least one panel is movable in a horizontal and vertical direction; and

at least one retractable stabilizing member carried by the frame, the at least one retractable stabilizing member having an extended position and a retracted position, wherein the at least one retractable stabilizing member prevents the vehicle from leaning more than a predetermined angular amount from a vertical position when the at least one retractable stabilizing member is in the extended position.

12. (original) The vehicle as claimed in Claim 11, wherein one of the at least one retractable stabilizing member is located on each side of the vehicle.

13. (original) The vehicle as claimed in Claim 12, wherein the at least one retractable stabilizing member is located proximal to the rear wheel of the vehicle.

14. (currently amended) The vehicle as claimed in Claim 11, wherein the at least one retractable stabilizing member prevents the vehicle from tipping when extended, and does not adversely impair the operation of the vehicle or the movement of a rider.

15. (original) The vehicle as claimed in Claim 11, wherein the at least one retractable stabilizing member reversibly moves from an upper retracted position distal from a road surface to a lower extended position proximal to the road surface.

16. (currently amended) The vehicle as claimed in Claim 15, wherein the at least ~~one~~ retractable stabilizing member is operationally attached to the frame via a leg assembly.

17. (original) The vehicle as claimed in Claim 16, further comprising one leg assembly for each of the at least one retractable stabilizing member.

18. (original) The vehicle as claimed in Claim 17, wherein the leg assembly comprises a strut attached at a proximal end to the vehicle at a pivot point and an axle located at a distal end of the strut and is associated with one of the at least one retractable stabilizing member.

19. (original) The vehicle as claimed in Claim 18, wherein the pivot point is an attachment point on the frame.

20. (original) The vehicle as claimed in Claim 19, wherein the leg assembly further comprises a control arm attached to the strut and extending to an actuating motor located on the vehicle.

21. (original) The vehicle as claimed in Claim 20, wherein when the actuating motor is activated to extend the at least one retractable stabilizing member, the actuating motor moves the control arm in a direction so as to move the at least one retractable stabilizing member downward into the extended position.

22. (currently amended) The vehicle as claimed in Claim 21, wherein when the actuating motor is activated to retract the at least one retractable stabilizing member, the actuating motor moves the control arm in a direction so ~~as~~ to move the at least one retractable stabilizing member upward into the retracted position.

23. (original) The vehicle as claimed in Claim 18, wherein the pivot point is a drive shaft on an actuating motor.

24. (original) The vehicle as claimed in Claim 23, wherein when the actuating motor is activated to extend the at least one retractable stabilizing member, the actuating motor rotates the strut in a direction so as to move the at least one retractable stabilizing member downward into the extended position.

25. (original) The vehicle as claimed in Claim 24, wherein when the actuating motor is activated to retract the at least one retractable stabilizing member, the actuating motor rotates the strut in a direction so as to move the at least one retractable stabilizing member upward into the retracted position shown.

26. (original) The vehicle as claimed in Claim 18, further comprising a locking means to hold the at least one retractable stabilizing member in either or both of the extended and retracted positions.

27. (original) The vehicle as claimed in Claim 21, further comprising a tension spring to retract the at least one retractable stabilizing member when the actuating motor is deactivated so as to move the at least one retractable stabilizing member upward into the retracted position.

28. (original) The vehicle as claimed in Claim 24, further comprising a tension spring to retract the at least one retractable stabilizing member when the actuating motor is deactivated so as to move the at least one retractable stabilizing member upward into the retracted position.

29. (original) The vehicle as claimed in Claim 15, wherein the at least one retractable stabilizing member is operated automatically.

30. (currently amended) The vehicle as claimed in Claim 29, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than a preset speed.

31. (original) The vehicle as claimed in Claim 30, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than 25 miles per hour (40 kph).

32. (original) The vehicle as claimed in Claim 30, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than 15 miles per hour (24 kph).

33. (original) The vehicle as claimed in Claim 30, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than 7 miles per hour (11 kph).

34. (original) The vehicle as claimed in Claim 30, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than a speed preset by a rider.

35. (original) The vehicle as claimed in Claim 18, wherein the at least one retractable stabilizing member is operated manually.

36. (original) The vehicle as claimed in Claim 35, further comprising a control arm attached to the strut at a proximal end and terminating in a handle on a distal end opposite the connection to the strut.

37. (original) The vehicle as claimed in Claim 36, wherein the handle is proximal to a rider such that the rider can pull the handle upwards to retract the at least one retractable stabilizing member and push the handle downwards to extend the at least one retractable stabilizing member.

38. (original) The vehicle as claimed in Claim 37, wherein the control arm comprises a locking means to hold the at least one retractable stabilizing member in either or both of the extended and retracted positions.

39. (original) The vehicle as claimed in Claim 38, further comprising a tension spring to retract the at least one retractable stabilizing member upward into the retracted position.

40. (cancelled).

41. (cancelled).

42. (currently amended) The vehicle as claimed in Claim ~~40~~11, wherein the enclosure further comprises at least one safety device selected from the group consisting of bars and safety belts.

43. (currently amended) The vehicle as claimed in Claim ~~40~~11, wherein the enclosure further comprises at least one convenience device selected from the group consisting of headlights, window wipers, storage bins, compartments, audio/video systems, and climate control systems.

44. (original) The vehicle as claimed in Claim 11, wherein the at least one retractable stabilizing member when retracted is located inside of the enclosure.

45. (original) The vehicle as claimed in Claim 11, wherein the at least one retractable stabilizing member when retracted is located outside of the enclosure.

46. (cancelled).

47. (cancelled).

48. (currently amended) The vehicle as claimed in Claim ~~47~~11, wherein the at least one movable crossbar is lockable in place within the frame.

49. (original) The vehicle as claimed in Claim 48, wherein the at least one panel can be slid along the at least one movable crossbar.

50. (original) The vehicle as claimed in Claim 49, wherein the movement of the at least one panel is along the at least one movable crossbar.

51. (currently amended) The vehicle as claimed in Claim ~~46~~11, wherein the movement of the at least one panel in one direction creates an opening in the system.

52. (currently amended) A~~The vehicle as claimed in Claim 51,~~
comprising:

a frame;

a front wheel carried by the frame;

a rear wheel carried by the frame;

an enclosure positioned around the riding area of the vehicle and
mounted securely on the frame, wherein the enclosure comprises windows;

a means for entering and exiting the enclosure that can be opened and
closed in varying arrays, wherein the means for entering and exiting the
enclosure comprises a system of sliding panels contained in a frame and
comprising at least one movable crossbar that pivots about an axis and at
least one panel, wherein at least one of the panels is movable in at least two
directions along the frame so that placement of the at least one panel in select
positions within the frame creates openings of different sizes, shapes and
locations within the frame; and

at least one retractable stabilizing member carried by the frame, the at
least one retractable stabilizing member having an extended position and a
retracted position, wherein the at least one retractable stabilizing member
prevents the vehicle from leaning more than a predetermined angular amount
from a vertical position when the at least one retractable stabilizing member is
in the extended position,

wherein an electric means is used to move the at least one panel.

53. (currently amended) A~~The vehicle as claimed in Claim 46,~~
comprising:

a frame;

a front wheel carried by the frame;

a rear wheel carried by the frame;

an enclosure positioned around the riding area of the vehicle and
mounted securely on the frame, wherein the enclosure comprises windows;

a means for entering and exiting the enclosure that can be opened and
closed in varying arrays, wherein the means for entering and exiting the
enclosure comprises a system of sliding panels contained in a frame and
comprising at least one movable crossbar that pivots about an axis and at
least one panel, wherein at least one of the panels is movable in at least two
directions along the frame so that placement of the at least one panel in select
positions within the frame creates openings of different sizes, shapes and
locations within the frame; and

at least one retractable stabilizing member carried by the frame, the at
least one retractable stabilizing member having an extended position and a
retracted position, wherein the at least one retractable stabilizing member
prevents the vehicle from leaning more than a predetermined angular amount
from a vertical position when the at least one retractable stabilizing member is
in the extended position;

wherein a first of the least one panel can be slid behind or in front of a
second of the at least one panel.

54. (currently amended) ~~A~~The vehicle as claimed in Claim 46, comprising:
a frame;
a front wheel carried by the frame;
a rear wheel carried by the frame;
an enclosure positioned around the riding area of the vehicle and mounted securely on the frame, wherein the enclosure comprises windows;
a means for entering and exiting the enclosure that can be opened and closed in varying arrays, wherein the means for entering and exiting the enclosure comprises a system of sliding panels contained in a frame and comprising at least one movable crossbar that pivots about an axis and at least one panel, wherein at least one of the panels is movable in at least two directions along the frame so that placement of the at least one panel in select positions within the frame creates openings of different sizes, shapes and locations within the frame; and
at least one retractable stabilizing member carried by the frame, the at least one retractable stabilizing member having an extended position and a retracted position, wherein the at least one retractable stabilizing member prevents the vehicle from leaning more than a predetermined angular amount from a vertical position when the at least one retractable stabilizing member is in the extended position;
wherein all of the at least one panels can be placed in one corner of the frame.

55. (currently amended) The vehicle as claimed in Claim 46~~11~~, wherein the movable bar pivots to a position against a part of the frame so as to create a larger continuous opening through the frame greater than the size of any one of the at least one panel.

56. (new) The vehicle as claimed in Claim 11, wherein an electric means is used to move the at least one panel.

57. (new) The vehicle as claimed in Claim 11, wherein a first of the least one panel can be slid behind or in front of a second of the at least one panel.

58. (new) the vehicle as claimed in Claim 11, wherein all of the at least one panels can be placed in one corner of the frame.

59. (new) The vehicle as claimed in Claim 52, wherein one of the at least one retractable stabilizing member is located on each side of the vehicle.

60. (new) The vehicle as claimed in Claim 59, wherein the at least one retractable stabilizing member is located proximal to the rear wheel of the vehicle.

61. (new) The vehicle as claimed in Claim 59, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than a preset speed.

62. (new) The vehicle as claimed in Claim 53, wherein one of the at least one retractable stabilizing member is located on each side of the vehicle.

63. (new) The vehicle as claimed in Claim 62, wherein the at least one retractable stabilizing member is located proximal to the rear wheel of the vehicle.

64. (new) The vehicle as claimed in Claim 62, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than a preset speed.

65. (new) The vehicle as claimed in Claim 54, wherein one of the at least one retractable stabilizing member is located on each side of the vehicle.

66. (new) The vehicle as claimed in Claim 65, wherein the at least one retractable stabilizing member is located proximal to the rear wheel of the vehicle.

67. (new) The vehicle as claimed in Claim 65, wherein the at least one retractable stabilizing member automatically retracts when the vehicle is moving faster than a preset speed.